

## Exhibit A 2013 Update Avila Circulation Study

On November 14, 1989 the Board of Supervisors approved the Avila Circulation Study and adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Avila Circulation Study on November 20, 2012.

### Building Activity

Since the last update, eleven single family residential permits and one office permit were issued. The reporting period of this update is from July 1, 2012 through June 30, 2013.

### Road Improvement Fund

Road Improvement Fund	FY 2012/2013
Fees Received (+)	\$53,407
Interest (+)	\$1,230
Expenditures (-)	\$0
<b>Ending Cash Balance (06/30/2013)</b>	<b>\$453,685</b>

### Fee Appeals

There were no Road Improvement Fee appeals since the last update.

### TRANSPORTATION IMPROVEMENTS

The Avila Circulation Study contains a list of recommended improvements for several modes of transportation in the community and includes the adopted Capital Improvement Program including projects that are funded through Road Improvement Fees.

### ROADWAY WIDTHS

The community has expressed concerns about the minimum widths of some roads in Avila Beach. The concerns are that due to the traffic and parking demands associated with the beach, narrower roads are not desirable and could create conflicts between the parking/automobile and pedestrian traffic. As such the minimum roadway travel way in the Avila Beach Community should be 12 feet per lane.

### EVENT POLICY

The community has expressed a desire to encourage the use of shuttles and intercept parking for all special events in the Avila Valley. This is consistent with goals 2 and 3 of the Circulation Study which are;

*Goal 2: To ensure that special events in the Avila Valley provide adequate access management.*

*Goal 3: To expand the use of alternative forms of transportation in the Avila Valley*

In order to implement these goals any special event that provides a traffic control plan should look at using intercept parking lots and shuttles as part of the management plan.

## **PROJECTS UNDER DEVELOPMENT**

### **Avila Beach Drive Bridge, Seismic Retrofit**

This project will increase the load bearing capacity of the easterly abutment and select pier walls. Part of the initial work would be to evaluate the ability of widening the bridge to incorporate a multi-use path which would be constructed at a later date. Construction of the retrofit would occur in 2015.

Funding will be from the Federal Highway Bridge Program

### **San Luis Bay Drive and US 101 Operations Study**

**\$30,000**

The first step of a multi-year project is to prepare a operations Study that evaluates long-term solutions to address issues at the interchange and adjacent intersections, including congestion at build out. This will include a detailed analysis of the interaction of the intersection of San Luis Bay Drive and US 101 and Ontario Road. This report will also refine construction estimates and identify potential environmental and right-of-way impacts. This report is necessary in order to achieve agreement from CalTrans and other stakeholders about changes to the operation of the interchange.

Prior to the completion of the PSR an operations analysis will be completed to look at the current and long term operation of the intersection. This portion of the study will be started in 2013.

Funding will be from the Roadway Impact Fees.

### **Avila Beach Drive and US 101 Operations Study**

**\$30,000**

There is a need to evaluate long-term solutions to relieve current and future congestion issues at the interchange and adjacent intersections. This will include a detailed analysis of the interaction of the intersections of Avila Beach Drive with US 101 and Shell Beach Road. The County is pursuing an Operation Feasibility Study to identify short and long term mitigation measures, this study will be a first part of this project and is expected to be about \$30,000.

Funding will be from the Roadway Impact Fees.

### **Pedestrian Walkway - Port San Luis to Unocal Pier (Study Only)**

**\$300,000**

The report will identify corridor options for the Avila to Harford Pier Path. The multi-use path would extend from First Street to Harford Pier. In addition, the project will include an analysis of options for crossing San Luis Obispo Creek. The lead agency for this project is the County Parks Department and the available funds should bring the project to a point that it is ready for construction.

Funding for the project development is from PG&E Steam Generator Mitigation Funds.

## **ROAD IMPROVEMENT FEES**

Construction costs continue to be low. The lower costs are related to the current economic conditions, and the costs of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. In addition these costs are only a portion of the total project costs

covered by the fee. The other costs include environmental work, permitting, design, right-of-way, and other project development costs. Over the last few years these costs have remained the same or risen.

Staff is recommending continuing the fees at their current schedule for this year and reevaluating the fee next year.

The fees are listed in the table below.

Land Use	Fee
Residential	\$3,846/pht
Retail	\$3,846/pht
Other	\$3,846/pht

## **Alternative Modes of Transportation**

### **Pedestrian Circulation Network**

Many streets within Avila originated as unpaved minor roads without shoulders or sidewalks. In these cases pedestrians must use intermittent paths adjacent to the roadways. Along parts of Front Street and some adjacent streets, sidewalks are provided. In addition, sidewalks are available along streets serving new development, in accordance with the applicable design standards.

### **Bicycle Circulation Network**

The County Bicycle Advisory Committee (BAC) is ad hoc advisory committee which provides a recognized formal source of input and perspective for bicycle transportation planning and implementation within the unincorporated areas of the County. The BAC meets quarterly and works together with County staff to prepare and update County Bikeways Plan which was last adopted by the Board of Supervisors in 2010.

The committee has established a class system to designate bikeways within the County as follows:

- Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.
- Class II Bikeway (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway. Class II bikeways are contiguous with the adjacent motor vehicle travel lanes.
- Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic. Bike route signs designate Class III bikeways.

The existing and proposed bicycle facilities in the north Coast are in the County Bikeways Plan located at the following website  
<http://www.slocounty.ca.gov/Assets/PW/Traffic/BAC/2010+Bikeways+Plan.pdf>.

### **Trail Network**

The Board of Supervisors adopted the County Parks and Recreation Element in December 2006. The Parks and Recreation Element establishes policies and programs

to provide and maintain parks, recreation, and natural areas within San Luis Obispo County including trails.

The Parks and Recreation Element is located at the following website  
<http://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>.

### **Public Transportation System**

The public transportation system in Cambria and San Simeon refers services including, fixed time transit services. Transit service in Avila is provided by the San Luis Obispo Regional Transit Authority (RTA). The RTA provides a trolley service Avila to Pismo Beach. For more information on this service, including the operating times, visit [www.slorta.org/](http://www.slorta.org/).

Ridesharing includes carpools, vanpools, and other employer-based services. San Luis Obispo County Regional Rideshare facilitates programs encouraging reduced vehicle miles traveled. Rideshare recently developed Trip Link an on-line commuter resource. Trip Link can find and match carpools (casual and work), vanpools, and bike buddies, track commuter trips, and connect parents of K-12 students for School Pools. Benefits of Trip Link include guaranteed rides home and lucky bucks, more information about Rideshare and Trip Link can be found at <http://rideshare.org>.

### **Golf Cart Use**

There have been several discussions about Golf Cart Use in downtown Avila. The California Vehicle Code sections 21115, 21115.1 and, 21716 governs Golf Carts on local roads. A summary of what is allowed under these statutes is provided below.

1. This allows the board to approve ordinances that would allow the following on County maintained roads:
  - a. Golf carts can be used on roads posted at 25 mph or less within a "real estate development that offers golf facilities."
  - b. Golf Cart crossings to be established on roads with a speed limit of 45 mph or less.
2. There is also a designation for a "low-speed vehicle" in the vehicle code, some golf carts might comply with this definition. Low Speed Vehicles are defined in the Code of Federal Regulations and have to have minimum safety features, such as lap belts. They also must be registered with the DMV (unlike golf carts) and have a license plate issued. These vehicles are allowed to operate on any road with a posted speed limit of 35 mph or less and can cross roadways with posted speed limits in excess of 35 mph at any intersection, unless it is a state highway.

At this time it is not possible for residents of San Luis Bay Estates to access downtown without traveling on Avila Beach Drive which is posted at 40 mph. When it does become possible Public Works will work with AVAC to discuss the desire for establishing the ordinances necessary to allow golf cart use in downtown Avila.

### **ATTACHMENTS**

Figure 1 - Map of Study Area

Table A - Capital Improvement Projects Table

Table B - Road Impact Fee Fund Balance

**NOTES**

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy.

The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

**LIST OF ACRONYMS**

USHA = Urban State Highway Account

RSHA = Regional State Highway Account

pht = peak hour trip

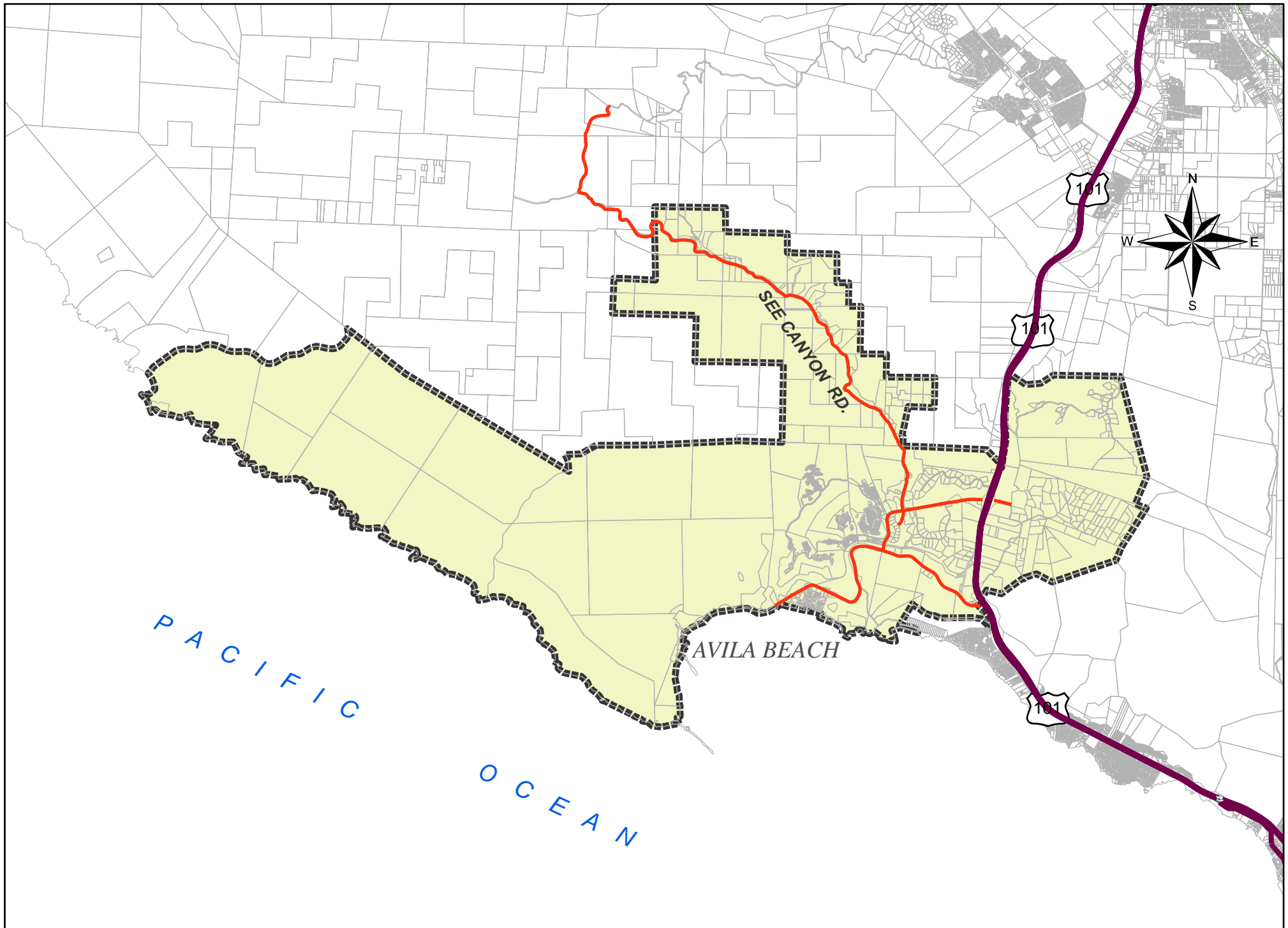
TBD = To be determined

SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintain

STIP = State Transportation Improvement Program, Funding for Capacity

TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

TDA = Transportation Development Act, Federal Funding for transit



**AVILA ROAD FEE AREA**

Avila Capital Improvement Program								
2013 Update								
Priority	Project	Cost Estimate	Less			Funding From Impact Fees	Other Funding	Expected Construction Commencement <sup>(1)</sup>
			Existing Deficiencies	Other Sources	Through Traffic			
San Luis Bay Drive								
7	Widening for Bike Lanes	\$822,824		\$822,824		\$0	APCD (potential)	2025
	San Luis Creek Bridge Replacement	\$6,935,420		\$5,418,106		\$1,517,314	HBRR/RSHA/TEA	Complete
	Study Intersection Operations at See Canyon Road	\$10,000		\$10,000		\$0	Roads Funds	Complete
Avila Beach Drive								
8	Widening for Bike Lanes	\$2,250,838		\$2,250,838		\$0	APCD (potential)	2020
6	Signal - San Miguel Street and Intersection Improvements	\$240,500				\$240,500		2025
9	Signal - San Luis Street and Intersection Improvements	\$227,500				\$227,500		2025
	Signal - First Street and Intersection Improvements	\$260,000				\$0		Complete
1	Pedestrian Walkway - Port San Luis to CalPoly Pier*	\$300,000		\$300,000		\$0	PG&E Steam Generator Mitigation Funds	2011
5	Construct 100 Stall Intercept Parking Lot	\$1,093,178		\$1,093,178		\$0	County Parking In-Lieu Fee Program/APCD	2020
Ontario Road								
	Widening for Bike Lanes	\$650,600		\$650,600		\$0	APCD (potential)	Complete
State Route 101								
4	Modify Avila Interchange	\$7,920,000		\$3,960,000		\$3,960,000	STIP (potential)	2020
3	San Luis Bay Drive @ SR 101 Bridge Widening	\$4,000,000		\$2,000,000		\$2,000,000	STIP (potential)	2015
2	San Luis Bay Drive Interchange Project Study Report	\$250,000				\$250,000		2012
Cave Landing Bike Trails								
	Construct Trail Between Shell Beach and Avila Beach (Planning Stage Only)	\$379,000		\$379,000		\$0	Department of Fish and Game	In Progress
	Totals	\$25,339,860		\$16,884,546	\$0	\$8,195,314		

\* Current funding is from a mitigation account created to offset impacts from the Diablo Canyon Steam Generator Replacement and should complete the final plans and environmental work. Other sources will have to be identified for construction.

Budgeted Projects Funded from Avila RIF			Total As of
			06/30/13
Project #	Description	Budgeted 2012/13	
AVILA RIF - Beginning Cash Balance			399,048.56
	Fees	-	53,407.00
	Interest		1,229.72
	Adj to fee balance		0.16
	Subtotal Cash Balance		453,685.44
	Project Costs:	Budgeted 2012/13	Total Spent This Fiscal Year As of
			06/30/13
300364	San Luis Bay Dr Interchange	197,082	0.00
245R12C123	AVILA TRAFFIC STUDIES	1,500	0.00
	Totals	198,582	0.00
	Total Cash Bal		453,685.44

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